



Lincolnshire Automobile Club
Magazine January 2024

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Editorial

Welcome to the LAC magazine issue 34. Just three events since the last issue, on Sunday 5th of November the Monthly coffee morning at the Heneage Arms was used to present a provisional Events Calendar for 2024, full summary on page 7. The second event was a “trial run” at the Rock Foundation Café Caistor, a good turnout of 20+, good feedback from all attending, the signs are that this will be a well attended, well liked addition to our 2024 calendar. The third event was our annual Christmas Dinner held at the Heneage, 50 attendees and as always at the Heneage good food, good company and a great way to kick off the Christmas season.

Regarding magazine content in this issue the first article is a profile of the Ford Puma. This car had a relatively short production run from 1997 to 2002 but was a successful niche product for Ford, with a Yamaha derived engine, two door body, it was a genuine fast small car well worth a look if you are looking for a modern classic.

The next article is on British Leyland from its inception in 1968 to its failure as a private company in 1975 (it was nationalised). In 1968 it was Britain’s leading car manufacturer with best sellers including Minis and 1100s. Its portfolio of cars included Jaguar, Rover and Triumph, what could possibly go wrong? The answer starts on page 10.

Centre piece of the magazine is Sue Wellar’s article on her MGB Roadster, a car that has been in the same family for over 45 years, originally her fathers car, now cherished by her and used at every opportunity, a shining example of what our classic car hobby is all about.

Last but not least is Simon Boone’s account of winning a Cortina MK2 in a prize draw competition, the article is entitled “How lucky can you get”. Incredibly another club member won his car in an earlier prize draw from the same source, being an LAC member must be like having a lucky charm. Whatever I’ve started buying tickets.

Being the last issue of 2023 I would like to thank all who have contributed articles this year, the quality of articles is outstanding and the magazine would not exist without them. Many thanks and best wishes to all for the New Year .

Happy New Year, hope your Christmas celebrations went well it's good to spend time with friends and family. Looking forward to those bright, sunny days when we can all get our cars out and about. I don't know about you but I've had enough of all this recent wet weather! In the meantime, I'm sure your classic car is cosily tucked up in the garage or you are taking the opportunity to do those maintenance jobs hope the garage/workshops have heating or you have insulated overalls!



Mike Brewer, reminded us of the following good practice in a recent newspaper article:-

“You should regularly go down to your car once a month and sit in it and start it up and just let the engine get up to temperature and let it cool down again.

“You should open and shut all the doors so the rubbers compress because rubbers need to compress for them to stay supple, otherwise they will dry out and they decay.

“Roll the car forwards five inches and then roll it backwards ten inches just so you roll the tyres around, you don't square the tyres. Put your foot on the brake pedal, put your boot on the clutch pedal, switch the lights on and off.”

None of us want any nasty surprises in the Spring.

It was great to see many of you made it to the Heneage Pub for the Christmas lunch – believe me I didn't organise the snow to give that added festive atmosphere!

Thank you to those who attended the preliminary 2024 calendar meeting last November. We hope to have got the dates right for those popular summer events, we've included some past favourites as well as added some new venues to visit. It is quite a packed programme where you should find something of interest. Time to pencil in those dates on your new calendar.

We are trialling a new midweek lunch to the Rock Café on the 4th Wed every month at 12noon. The last November gathering was well attended so looking forward to 24th January. We need to inform 'The Rock' of approximate numbers in advance, so if you intend going please let Brian King know ASAP.

Welcome to new members, glad to have you join us. Hopefully, I can put names to faces at our next coffee morning at the Heneage Pub, Hainton on Sunday 7th January. I've asked all committee members to wear red lanyards to identify us more easily. Please introduce yourself to us.

Once again, may I wish you a happy and healthy New Year

Sue Peach (Chair LAC)

Events News - January & February

Just the two regular meetings during January and February at the Heneage and Rock Café. The dates are:

The Heneage - Sunday 7th January / Sunday 4th February (10:00 to 12:00)

The Rock - Wednesday 24th January & Wednesday 21st Feb (12:00).

The Grand Tour - Peak District

Early planning already underway, finding an hotel with enough capacity and the will to reserve 10 rooms for us has been a challenge, we have one however located close to the venues to be visited over the weekend. The proposed date for the Tour is the weekend beginning the 27th September. An early indication of numbers interested would be of great help.

Provisional weekend program will include road runs and visits to The Great British Car Museum, Crich Tramway and possibly a stately home. Hotel prices are similar to this year at around £140 per night for double room and breakfast, to keep costs reasonable we are proposing a two night three day tour this year. Those wanting a third night at the Hotel of course remains an option. Please contact me at alanclassiccars@yahoo.com if interested.

Events 2024 (Provisional Listing)

January	Sun 7th	Heneage Coffee Morning	Members
	Wed 24th	Rock Foundation Café	Members
February	Sun 4th	Heneage Coffee Morning	Members
	Wed 21st	Rock Foundation Café	Members
March	Sun 3rd	AGM - Heneage	Members
	Wed 22nd	Rock Foundation Café	Members
April	Sun 7th	Heneage Coffee Morning	Members
	Wed 10th	Wickenby Airfield Midweek Lunch	Members
	Sun 21st	Thorpe Camp and Road Run	Members
	Wed 24th	Rock Foundation Café	Members
May	Sun 5th	Heneage Coffee Morning	Members
	Sat 4th	Papplewick	Information
	Sun 5th	Caistor Market Place	Information
	Sun 19th	Sutton on Sea - Drive it Day	Members
	Wed 26th	Rock Foundation Café	Members
June	Sun 2nd	Heneage Coffee Morning	Members
	Sun 2nd	Louth Show / Great Limber	Information
	Sun 12th	Gringley On The Hill	Information
	Sun 16th	Cadwell Park	Members
	Wed 27th	Rock Foundation Café	Members
July	Sat 6th	East Kikby Show	LAC designated area
	Sun 7th	Heneage Coffee Morning	Members
	Sun 14th	Wolds Railway Picnic	Members
	Sun 21st	MDCC Motorbilia @ Stickney	LAC designated area
	Wed 24th	Rock Foundation Café	Members
	Sun 28th	Sandtoft Gala Day	Information
August	Sun 4th	LAC Members Show Heneage	Members
	Sun 11th	Ashby Farm / Boston Show?	LAC designated area
	Sun 18th	Club Drive it Day	Members
	Sun 25th	Watersedge	Information
	Wed 28th	Rock Foundation Café	Members

September	Sun 1st	Heneage Coffee Morning	Members
	Sun 1st	Lincolnshire Wolds Hillclimb	Information
	Sun 8th	Minting Village Classic Car Show	Information
	Sat 14th	Grasby	Information
	Sun 22nd	Motorbike races	Members
	Wed 25th	Rock Foundation Café	Members
	F/S/S 27/28/29	Peak District Tour	Members
October	Sun 6th	Heneage Coffee Morning	Members
	Wed 23rd	Rock Foundation Café	Members
November	Sun 3rd	2025 Events Presentation at The Heneage	Members
	Wed 27th	Rock Foundation Café	Members
December	Sun 1st	Christmas Dinner at The Heneage	Members

Events 2024 Summary

Our monthly coffee morning at the Heneage will continue on the first Sunday of each month, perhaps with a slight change in format with a 10/15 minute information briefing on upcoming events and a chance for member input. New for this year a mid week lunch at The Rock Foundation Café on the fourth Wednesday of each month. The café is in Caistor, good food, good venue great views.

All the old favourites are including Thorpe Camp, Papplewick, Caistor Market Place, Lincoln Castle, Louth Classic, Cadwell Park, East Kirkby, Wolds Railway, Stickney, Sandtoft, Boston Show, Watersedge, Wolds Hillclimb, Grasby and Minting. Members Areas to be arranged whenever practicable.

New ventures include Wickenby and Metheringham Airfields, Gringley on the Hill and Ashby. A greater emphasis on drive days with 3 provisionally planned in, details of exact dates and start and finish venues now in the planning stage. Brian is also planning impromptu drives when the weather forecast is favourable. Our group tour this year will be based in the Peak District . Also hoping for member initiated events, we had Sandtoft , Great Limber, Mareham Le Fen and Gliding in 2023, hoping for more in 2024. late additions including Barton Ropeway, a second Watersedge and Motorbike racing to be added when dates confirmed.

Ford Puma (1997 to 2002)

Introduction

Alan Bentham

The 1990s were a period of rapid change for the Ford of Europe organisation. At the beginning of the nineties they were slipping behind the opposition from both Europe and Japan, their new MK5 Escort was not well received by the motoring press and the Sierra was now beginning to show its age. The 1990s became a period of product led rebirth taking Ford from also ran back to market leaders.



New 16 valve Zetec engines were developed. The Escort was revamped and new model introductions began with the Mondeo in 1993, putting Ford back at the top of the company car class. Next was the MK4 Fiesta and the Ford Ka both appearing in 1995. The subject of this article the Ford Puma arrived in 1997 and was based on the Fiesta platform, the final introduction was the Focus, taking over from the Escort and providing a true contender in the mid range Golf class.

The Puma had been developed in a period of engineering led innovation and excellence and like the other cars that rejuvenated Ford the Puma was a testament to Fords engineering excellence. Manufactured at Ford's Cologne Plant and launched at the Geneva motor show in September 1997 it was an immediate success with the motoring press and the buying public. In production for only 5 years it is now established as a modern classic with prices rising accordingly.

Description

A small three door, four seat coupe, based on the Fiesta. At launch the engine was a 1679cc 16v overhead cam unit based on the Zetec-SE but

developed in conjunction with Yamaha and incorporating variable cam timing operated by engine oil pressure similar to the Honda VTEC range of engines. The result was a power output of 125 bhp, a maximum speed of 126mph and a 0 to 60 time of 8.8 seconds (similar performance figures to the Escort RS2000). The Puma had a 5 speed close ratio gearbox, front disc and rear drum brakes, stiffened suspension and wider track. The package was topped off with traction control, anti-lock brakes and power steering.

Shortly after introduction of the 1700 Puma, a 1400cc Zetec engine Puma was introduced, this ran until 2000 when it was updated to 1600cc. A car for younger drivers with insurance costs in mind. A fourth engine variant became available with the Racing Puma (1999 to 2001), this engine was a tuned version of the Yamaha VCT engine and produced 155bhp.

To complete the Puma story, there were a number of “special edition” variants, these included The Millennium Edition with bright yellow paintwork and blue Recaro seats, The Black Edition with Panther black paintwork and dark grey leather seats, The Thunder Edition in magnum grey with grey leather seats and multi spoke alloy wheels and finally the already mentioned Racing Puma developed as a special by Ford Motor Sport.

Modern Classic

Fast forward to today, the Puma is already established as a modern classic, it is an exceptional sportscar backed up by Ford reliability and spares pricing, fun to drive and not yet expensive to buy it has to be one of the car bargains currently available.

It was the recipient of several awards when current, it was Top Gear’s Car of the Year in 1997, it received a Design Council Award in 2000 and was a What Car best used car on three occasions.

With around 133,000 examples produced there are still plenty around to choose from, the problem is finding a rust free example, they are very prone to rust problems particularly at the rear and around all wheel arches. Look carefully, check MOT history and avoid bargain basement examples. All that said find a rust free low mileage example and you have not only a car that is very capable and rewarding to drive but also an appreciating asset.

The British Leyland Motor Corporation - 1968 to 1975

Introduction

Alan Bentham

The British Leyland Motor Corporation was formed on the 17th of January 1968. It was formed by a merger of Leyland Motors Corporation and British Motor Holdings, it brought together almost all the British owned motor vehicle industry.

British Motor Holdings had formed in 1966 when The British Motor Corporation (BMC) added Jaguar and Pressed Steel to their car vehicle manufacturing empire. BMC had formed in 1952 with the merger of Austin and Morris, it was Britain's number one car manufacturer through the 1950s and 60s right up to the merger in 1968.



Leyland Motors Corporation was a long established bus and truck manufacturer which had taken over Standard Triumph and Rover during the 1960,s to establish itself as a leading car maker.

In the mid 1960s BMC had around 45% of the UK car market. The Mini and the 1100/1300 car ranges were selling in large numbers both in UK and in export markets with close to half a million produced in 1964, adding from 1966 the prestigious Jaguar range to the mix all seemed to be going well.

Clouds were gathering however, the Mini and 1100/1300 were aging designs and were relatively complex resulting in low margins per car, more importantly no new replacements were in the pipeline. Multiple manufacturing units, low productivity and atrocious industrial relations inevitably led to loss of profitability, in the 1966/7 financial year the company recorded a loss of £3.4 million, with the position worsening BMH needed help.

Leyland Motors were fairing better, based on the strength of the bus and truck manufacture and the sound management of their Chairman Donald Stokes they were a sound profitable organisation. In 1968 they were seen as the answer to the problems of the British owned car manufacturing industry

and encouraged by the Wilson Government of the day a merger was brokered, although BMH were clearly the bigger company on a volume basis the new company was led by Leyland Motors management with Donald Stokes as Chairman.

The combined group still had a 40% share of the UK market, sales of Mini and 1100/1300 were holding up, the Austin Maxi was about to be introduced and the upmarket Triumph and Rover cars had been added to the overall choice presented to customers.

The BMC problems however still existed and were perhaps made even more complex as a result of the merger. By 1974 the new company was in trouble and needed financial help. It did arrive in the form of Government intervention, they commissioned the Ryder Report into the companies failings, new investment was forthcoming, the Government buying up shares to become the majority share holder, in effect the company was Nationalised,

A review of the problems, attempted solutions and the external factors affecting BLMC provides the answers to how the company failed in such a short time span.

Internal Problem (1) - Organisational Complexity

The new company was large and complex, it was divided into seven divisions and included not just volume and specialist car divisions but bus , truck and construction equipment divisions. There were over 40 separate manufacturing units, with parts needing to be transported for final assembly, resulting in low productivity. In the car divisions alone there were over 12 brand names with competition from factories, drawing offices, and dealer franchises.

Internal Problem (2) - Products

As noted in the introduction BMC had not invested in product development of their mass market products, the Mini and 1100/1300 had been in production since the late 50s, early 60s, they were showing their age in

comparison with new products from Ford who had introduced both the Mk 2 Cortina and the Escort. Sales were declining and the need for models to rival Ford were essential to survival.

Two relatively new designs had been brought to market by BMC, namely the 1800 and Maxi, both cars turning out to be a disappointment regarding sales volumes, they were badly in need of a refresh. Old designs including the Farina Oxford / Cambridge and the Morris Minor were by now only niche models at best. To complete the picture the practice of “badge engineering” was no longer disguising the need for new products.

In the Triumph portfolio the Dolomite range was also getting on in age and the mix of short boot, long boot, front and rear wheel drive needed to be simplified. Of course all the specialist cars would need investment for updates and replacement with Triumph, Jaguar, Land Rover and Rover competing for investment in their brands.

Another problem was the overlap of the sports car range, pre merger Triumph and MG had been in direct competition. The new company brought together the Midget, MGB and MGC from MG and the Spitfire, GT6 and TR6 from Triumph, a way forward that would not unduly affect export sales to the USA had to be found.

Internal Problem (3) - Industrial Relations

Poor industrial relations were of course not restricted to British Leyland, it was a national malady, it had been a major factor in the collapse of BMC and was to continue as a major problem for the new combine.

The crux of the matter was lack of legislation to outlaw unofficial strikes and make balloting of members compulsory before official strike action, add in the closed shop situation (compulsory Union membership) and a belief amongst employees that whatever happened the Government could not allow the company to fail added up to set the scene for industrial anarchy.

Strike action did not take long to materialise after the merger, it did however come from an unexpected direction, namely the Bus and Truck division centred around Leyland in East Lancashire, five companies went

on strike for five weeks in the summer of 1969 over pay parity with factories located in the Midlands. The Standard Triumph plant at Speke in Liverpool was next, striking over the same pay parity issue, the Speke outage was to last 11 weeks. Both strikes caused heavy financial loss, they were also instrumental in completely destroying labour relations at both locations.

These official strikes were the tip of the iceberg, unofficial walk outs happened right across the company, walk outs by even a small number of men at key component manufacturers could bring whole production lines to a standstill and often did. The tragedy of the situation was that individual factories were close to unmanageable and the ensuing loss of production resulted in loss of market share and the generation of capital needed for product development. The situation did not improve during the 6 years leading up to the collapse and was a major contributing factor to the collapse.

Problem Solving

The previous sections defined the problems facing BLMC. Regarding the organisational complexity and low productivity the BLMC financial director proposed some unit closures and the shedding of 30,000 jobs, in the already febrile atmosphere of industrial relations and government pressure to prevent job losses the proposal was vetoed and the opportunity lost. The only path left to improve productivity was to increase production volumes, a task that was to prove out of reach.

One of the first tasks was to stop production of cars no longer viable., out went the Austin Cambridge, the Westminster, the Morris Minor, the Mini Cooper, the Riley Elf and Wolesley Hornet, taking some complexity out of the manufacturing processes.

Moving on to the remaining product portfolio, make no mistake BLMC had an excellent portfolio of cars including the XJ6, Dolomite Sprint, Triumph Stag, the Rover P6 V8 and the TR6 to name a few. The overlaps in specialist cars namely the Rover Triumph cars was recognised and solved with the Rover SD1 which was in development during the Stokes era, the overlap of sportscars was being dealt with by TR7 development, both cars appeared in 1975. In truth the product problems were not with

specialist or sportscars but with the Austin, Morris volume car division.

Replacements were badly needed for the volume cars particularly a car that could compete with the Cortina in the fleet car market. The Morris Marina was quickly commissioned taking less than 3 years from conception to production, it was a car of similar size to the Cortina and used many of the components currently in production, the A and B series inline engines, Triumph gearbox and Morris Minor torsion bar front suspension. Not a tour de force by any means but it did the job, simple mechanics and well proven components, it sold well, in 1972 it was the third best seller on the UK market, in 1973 it was up to second. In all a successful stop gap model for the company.



Another volume car was in the pipeline to compliment the Marina, the Austin Allegro introduced in 1973 it was designed to replace the 1100/1300 range that had been a number one best seller for BMC in the 1960s, a lot was resting on the success of this car. In the event the dumpy styling, lack of a hatchback and the poor quality associated by this time with BLMC products resulted in very disappointing sales figures. Allegro sales reached a level of 60,000 units (UK) about a third of the volume achieved by the 1100/1300s in the 1960s.

External Environment

External to the organisation there were factors that were out of their control but had a material affect on the survival of BLMC. Firstly was the size of the UK car market, directly influenced by government economic policy the market expanded during the first few years after the merger, volumes peaked in 1972 after the then Edward Heath government drastically reduced taxation in a move to stimulate growth. The market grew from 1.1 million cars in 1968 to 1.66 million in by 1972. The boom was not to last high inflation, interest rates and unemployment caused a fall in industrial output across the board and market volumes fell, 1.26 million in 1974 and 1.19 million in 1975.

The poor industrial relations blighting the company internally were present on a larger scale outside, directly affecting BLMC were two miners strikes, the first in 1972, the second in 1974. Both affected power supply when power stations ran low on coal resulting in reduced output at manufacturing plants. The 1974 strike in particular caused major disruption, a 3 day week was introduced to safeguard power supply resulting in BLMC losing 60% of its manufacturing output over an extended period.

A third external factor was competition from imports. Import pressure came from both Europe and Japan, UK had entered the European Economic Community boosting sales of European cars, Renault in particular took advantage of market opportunities, their introduction of the Renault 5 in 1972 leading the way. The reputation of Japanese cars had been growing for some years, reliability and value for money tempting buyers. The market share of all imports rose from 8.3% in 1968 to 33.2% in 1975.

Conclusions

BLMC had put in huge efforts to make the new company a success, solutions were put in place with varying success, shortcomings included not making redundancies and reducing the number of manufacturing outlets at the outset, more significant was the failure of the Allegro to fill the gap left by the 1100/1300 in the mass market sector.

These failings however were not the main cause of failure. The continuous disruption caused by unofficial strikes took away any possibility of making profits that would have provided cash for investment, allied to this was the economic collapse of the country from 1972 onwards, high inflation increased cost of production and the recession resulted in a shrinkage of the UK car market. With production down 60% in 1974 due to the 3 day week and the ever growing competition from imports BLMC were presented with The Perfect Storm.

With debts of £200 million They turned to the government for help, Nationalisation the only option remaining. After high hopes in 1968 of becoming UKs answer to General Motors, BLMC had failed, the overwhelming conclusion by any outside observer has to be:

They Never Stood A Chance

Sue Shares the Story of REL 212M

First Life 1974 to 1993

Sue Waller

Registration: REL 212M

Specification

Make: MG

Model: B Roadster (Coupe)

Fuel: Petrol

Engine: 1798 cc

Colour: Bracken

Trim: Autumn Leaf

Other: Rostyle Wheels. Overdrive

Build & Registration Dates

Date Built: 4th October – 9th November 1973

Date Despatched: 14th November 1973

Dealer: The Westover Garage Ltd, Bournemouth

Registration Mark: REL 212M

Date Registration: 4th June 1974

Owners:

3rd August 1978 – purchased by 4th owner, John P N Rowe, Frogmore, St Albans

16th May 1979 – purchased by 5th owner, Peter Cornelius (my father), Chiswell Green, St Albans.

One of the first things dad did was to put a 'hard top' on it. And one of my earliest memories of the car, was looking out of my bedroom window, and seeing below, dad painting the hard top, on the grass in our rear garden!

Was driven regularly to work from Chiswell Green, St Albans, to IBM, at Sudbury Towers, London. Dad had multiple security, hand-brake combination lock, crook lock and the hard top.

Only remember going once in the car with Dad, when I was waiting for the bus for work (aged 18yrs). Dad pulled over and offered a lift.



My first thoughts were, wow this is low, the window is small, and
gosh dad can drive fast!

Dad's sense of humour:

On the hard top rear window, is a sticker going across the base of the window: 'I would rather be riding my Triumph'. Dad being an avid Vintage Triumph man!

Second Life 1993 to 2021

Registration: SJ9709

1993 Mum and Dad (Peter & Janet Cornelius)
emigrated to NZ

They took with them multiple motorbikes, including the MGB and MGYB.

08.09.1993 Southampton to Lyttleton

27.10.1993 New Zealand Customs Documents

Date: Exported to New Zealand

01.02.199: New registration number SJ9709

Odometer Reading: 53,763 Miles



Dad was known to drive the MGB quite regularly – Friends' comments,
and also on Dad's driving!

Richard, Peter's Son – I remember my first trip in it, I can't remember too much, but I do remember being on the back bench, sitting sideways and thinking that it was pretty weird type of rear seat (I also remember absolutely loving it!). It also made me want to get an MGB for myself and in my early 20's I bought a 1972 MGB GT in red (affordable, but rotten

under the doors).’

Gloria – Waimak Classic Cars, North Canterbury – (Meeting dad at Swop Meets and rally) – ‘Your dad was the loveliest of people to be approached by...he was calm and polite and had sweetness in the way he spoke... ..he was never rushed or hurried... he always approached with humbleness and always remembered where he had left off in our conversations! As I said it was a shock when you said he passed away!’

Les – Lived opposite Mum & Dad in Ragiora. Memories of daily use & inspired to own an MGBT!

‘Peter’s MGB roadster arrived in our street (Strachan Place Rangiora) along with it’s stable mate the YB from England and a selection of vintage motorcycles in shipping containers. My background is automotive mechanical so my interest in these classic cars was reignited whenever I heard these cars start up and reverse down the long driveway opposite our house, the MGB especially with it’s distinctive exhaust note. Peter and Janet would be traveling off to various events and rally’s. Peter was a believer in using these cars and not having “show ponies” (my words) that only get taken out on dry days.

My association with Peter over the years and seeing and hearing the distinctive sound of the MGB sparked an interest and desire to own my own piece of motoring history. Having Peter a short walk away and his MGB enabled me to first of all check to see if I could actually get myself into the car, (there is a knack to this). Many questions



Peter working on his car



More repairs



Peter kept the original plates



Les's MGB

about the MGB were followed up with spare manuals and books that Peter had in his vast library about the history of the MGB and all manner of reference material on where to get spare parts from and links to all sorts of groups that did help once I had purchased my own MGBGT. We went to a few car rallies and enjoyed each other's company with common interest in all things mechanical, over the years.

Peter was justifiably proud of his inventory of classic cars and motorcycles enjoying them and servicing them himself. He told me about the "hard top" on the MGB and the work involved in getting it fit for purpose. I don't think he had a desire to remove the hard top, too cold in New Zealand he would say and a lot of trouble getting it watertight again.

I would hear the MGB backing down the long driveway at least once a week as Peter left for his "men's shed" nights or other interested groups that he was part of throughout the year, winter or summer. The little mustard MGB was a joy to see on the road and if the car had not been taken back home to England I would have jumped at the chance to own her. Having an MGBT (hard top) for the winter and a MGB (soft top) for the summer would have been the ultimate if I had had the room.

John & Kay Daimler Club – 'Our memories of him were mainly in the Conquest. We remember him taking the MG to the Club on occasion.... we will never forget Peter's speedy driving though. We still have visions of him coming down off the motorway ramp and heading into Christchurch and zooming past at 70 miles per hour as we were both heading into the Club. Did you find any speeding tickets amongst your dad's items?'



Peter's Daimler

Chris, Vintage Car Club – 'Went in it with him on a couple of occasions when he was on the motorcycle committee at the same time as I was, I remember him driving fast and cutting the corners.... The hard top was always fixed even on warm to hot days....Peter was as you well know a heavy smoker ... so being a non-smoker I often declined a lift, but I do know he used it regularly as I often saw Peter out and about in the MG, but don't recall your mother being in the MGB.... But did see them both out in the MGY many times at rallies.'

Third Life 2021 to 2024

Registration: REL 212M

1st July 2021: Dad passed away with due to cancer, during the COVID pandemic, and Mum was in early stages of Dementia. The last words he posted on his Triumph website was 'it has been a good ride'



July/August 2021

My brother Richard and I, despite COVID restrictions on entry to NZ, visited my parents and were there for the final days of dad's life, funeral and making arrangements for family home that was full of life's history, items, memorability etc! This was 86yrs of dad's life, 61yrs of married life. Also mum moved into a new home, and started her new life.

Dad had sorted his motorbikes over the previous few years, but we had the Daimler, MGYB and MGB to find homes for. I asked mum if I could take the MGB back to England (Richard already had couple of dad's triumph bikes). Mum agreed, and I'm so glad she did!

Gloria Metcalf of Waimak Classic cars assisted with the exporting of the MGB. Gloria remembers meeting our dad at many 'swap meets' and Rally's (see her comments above). Her help made the whole exporting of the car, go smoothly, alongside the already many things to sort for mum and dad, from UK to NZ. A shipping container was booked and the car along with a pallet of boxes full of photos and documents were sent from NZ to UK.

MGB Journey from NZ to UK

20th July 2021: MGB left Mum & Dad's home in Rangiora

13th August: Car and pallet of items loaded into the container. Gloria photographed and sent message: "when I saw the forklift driving away... feeling of...its done...rest in peace Peter"

24th August depart Lyttleton NZ. Container BMPI2070441 MSC Alabama

15th September Singapore. Changes Ship

5th October depart Singapore

8th November depart Antwerp

14th November arrive at Hull UK. Went to Leeds for Customs

9th December 2021 MGB released from UK customs and arrived at our home in Lincolnshire, on back of car trailer. Emotional. Glove compartment full of magazine, memorabilia. Boot full of magazines and one of dad's tool kit bags.

Dad's collection of paperwork, included the history, documents and servicing/parts/repairs for the MGB.

This included the V5 from prior to export in 1993! It had never been removed from the UK DVLA records!

UK Life 3 – 'Getting onto the Road' Dates

9th December 2021 Mileometer reading on arriving in UK = 19,955

20th December 2021 DVLA application to re-register into it's original number (will be 6th owner)

18th Jan – 25th Feb 22 Full service at MGB Mechspeg Garage, including removal of dad's handbrake lock

26th – 28th Feb 2022 Goes to Proteq Detailing for polish 'detailing' to help protect on UK roads

1st March 2022 1st time driven again on UK Roads since 1993, 29 years. Lincoln to Binbrook (could not see the dash lights, so used dad's KM conversion on the screen!)

18th June – 23rd June Car back at the MGB garage to get new soft top fitted.



Discovery of Dad's extra personalization (along with the KM/Miles screen mentioned above)

Lots of extra switches – not sure what they do!

A chain on right hand side – pulls the blind over the radiator to help cool / heat up.

Switch under dash – turns the extra fan fitted by the radiator to cool it down.

Front of car, under bonnet – has a preheat connection for NZ fitting.

The Hard top has now been taken off the car, and the 'tonneau' cover was found in the boot, never used and in perfect to use condition!

The soft top was never used, and not in a condition to be used. This was replaced on 21st June 2022.

Since being in UK the car has been driven:

2022

27th March – daffodil drive, Stainton Le Vale & Caistor in Lincolnshire Wolds.

Taking 2 cars – one for the dogs!

28th August: Drove to Skipton to the canal and Bolton Priory (that was approx. 221 miles, and took us 3 ½ hours each way, as we stopped to be ‘top off, top on’ depending on weather.

Lesson learned: motorways are best with top up as they are noisy and dirty!

24th – 25th September – MGB60 Celebrating 60 years of the MGB. Event British Motor Museum. Stopped overnight near Warwick. Chose hotel carefully for parking car, and saw other MGBs. approx. 248 miles



SUMMARY 2022

This car is my ‘wind in my hair’ car. It has loads of history to it. Dad’s gloves and hats are still in the car, so he travels with us!

This is such a happy car. Dad has gone, but the happiness he has passed on is precious. Also the friends of mum and dad’s that I’ve got to know, through dad leaving us, has been more than precious... and Mum and brother Richard get to hear of all the places we go and the joy we have!

2023

Start Mileage 21,274

16th April – International Bomber Command Centre drive past, South Lincoln

18th June –MGCC Rally at The Red House, Bourne. First event with rack and picnic hamper, and a new display board – “CHERISH”. Perfect for Father’s Day. Friend Julie joined us, along with Duke dog.

25th June – Barton upon Humber Classic Car day. Drive across to the Old Rope Factory. A gathering of some interesting local people, including Mally with his hearse!

2nd July – drive to Heneage arms to say hello to local Lincolnshire Automobile Club.

2nd August – MGCC first Natter at Swallow. Went in Volvo as raining. Felt a ‘fake’ as others in MG’s!

6th August – Sunday morning drove to local LAC2 club. Late arriving, as took 45 mins to put up the top for the rain! Interesting mix of cars,.

13th August – taught how to do ‘wheel spins’ and drive between cones. Practicing for the AutoTest Sept.

28th August – Watersedge Humber Bridge, Classic Car gathering

2nd September – IBCC Wings and Wheels

17th September – MGCC Autotest

1st October – MGCC Navigational Scatter

WatersE
dge



Auto
Test



SUMMARY 2023

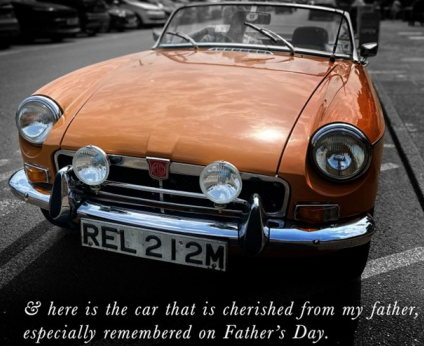
The new display board summaries the car: **CHERISH** – *‘To keep hopes, memories, or ideas in your mind because they are important to you and bring pleasure’* Cambridge Dictionary.



CHERISH

‘to keep hopes, memories, or ideas in your mind because they are important to you and bring pleasure’

Cambridge Dictionary



& here is the car that is cherished from my father, especially remembered on Father’s Day.

THIS MIGHT NOT BE THE SMARTEST CAR ON THE ROADS BUT IS THE MOST BEAUTIFUL & HAPPY! - Sue Waller

How Lucky Can You Get?

Simon Boone



All my married life I thought it would be lovely to own a classic car and go to meets and visit shows to meet classic car enthusiasts. It seemed to me an ideal way to meet people and make friends. Every time I came close to even thinking about a purchase other priorities arose and the dream was put on hold.

I am from the Netherlands and arrived in the UK in 1986. Lived in Brunei, Aberdeen, Portlethen, Middlesbrough, Guisborough, Burton upon Stather, Sultanate of Oman, Brigg, and finally Scunthorpe. The moving life of an oilfield worker. Too many disruptions, child through University and with all that, the dream of owning a classic car became a pipedream. Retirement meant looking after elderly in Laws, so no joy there. The closest I ever came to a classic was at the shows and meets as a disillusioned visitor.

Winning the Lotto was my next and only hope, but the odds of you winning enough to buy a car are pretty lousy so never indulged a lot in that. Until one day I saw a draw for a classic car and with a chance of 1 in 4000 the odds were a lot better. So I entered and won nothing of course. For a couple of months I spent a fiver now and again. Then one day I saw there was a draw for a red Cortina. This would have been my favourite classic because of the driveability and maintenance cost. It would keep up with modern traffic and could be maintained quite easily with a lot of spares available. So the moment I saw it I bought a ticket costing £7.50 .

Several weeks went by and nearly forgot about the draw until one morning I switched the PC on and noticed that the draw of the Cortina was that morning. Not being the most advanced facebooker and computer wizard I never attempted to look at the live draw which I thought would have to be in the evening. So with a cup of coffee in my favourite chair I was about to read a book when my mobile phone rang. Now I have this cursed thing for years and it only rings when there are sales people trying rip you off, so I answered apprehensively. A lovely lady asked to confirm my name (still apprehensive) and told me that she was from the Bridge Classic car Garage (suddenly I was very interested) when she told me I had won this beautiful Cortina I was ecstatic. For the next 2 weeks I burst out laughing when I thought about my win. 1 in 4000!!

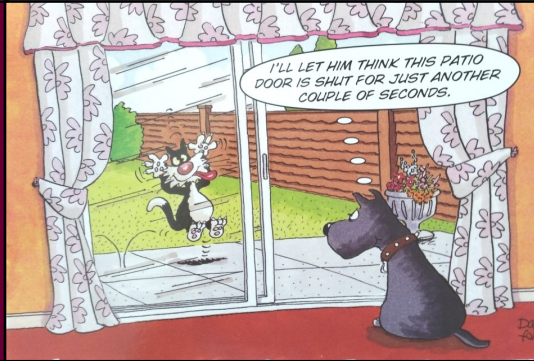
So now I have the dreaded wait for the next show season and hope to visit the meets and shows in Lincolnshire/Yorkshire/Derbyshire. Next time you see the 1600GT come over and have a chat.

The Cortina MK 2 - Factfile

The Mk II Cortina was introduced in September 1966 to replace the very successful Mk 1. As with the Mk 1 it was available in either two or four door form. All models were available with either 1300 or 1500 engines based on the pre crossflow engines used in the MK 1.

In 1967, just under a year of the Mk II being launched, both the 1300 & 1500 engines were replaced by crossflow engines in 1300 & 1600 form. The Cortina was by now the best selling car in Britain. Production of the Mk II finally ended in 1970 after more than one million cars were sold.

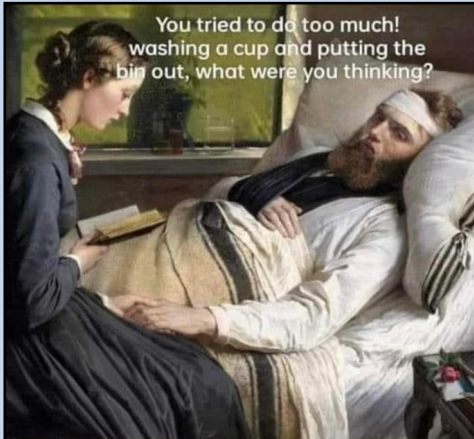
Always Look on the Bright Side

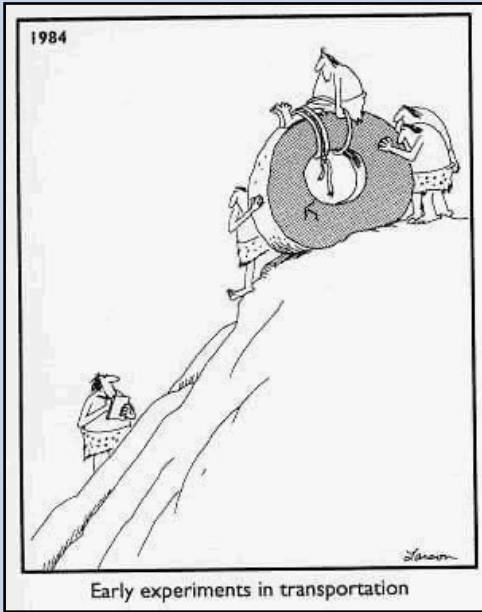


TARQUIN QUICKLY FOUND THAT GLUEING HIMSELF TO THE ROAD IN LIVERPOOL MEANT LOSING HIS WALLET, WATCH AND MOBILE PHONE



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mg.co.uk   

These figures were obtained after the battery had been fully charged. The All-New MG4 EV is a battery electric vehicle requiring mains electricity for charging. There is a new test for CO₂ and electric range figures. The electric range shown was achieved using the new test procedure. Figures shown are for comparability purposes. Only compare CO₂ and electric range figures with other cars tested to the same technical procedures. [^]The All-New MG4 EV SE Long Range with the 64kWh battery from a single charge on the WLTP combined cycle: Combined Range 281 miles (450 km); City Range: 360 miles (579 km); Combined Driving Efficiency: 3.8 miles/kWh (16.0 kWh/100km). These figures may not reflect real-life driving results, which will depend upon a number of factors including the starting charge of the battery, accessories fitted (post-registration), variations in weather, driving styles and vehicle load. [†]Up to 80,000 miles. T.C.'s apply. *Price applies to the All-New MG4 EV SE. Model shown: The All-New MG4 EV Trophy Long Range with Volcano Orange Paint £32,190 on the road.

